Exhibit G

Rubicon Trail Foundation, Inc.

P. O. Box 2188
Placerville, CA 95667

a non-profit Educational Foundation for the Rubicon Trail

To enhance the future health and use of the Rubicon Trail, while ensuring responsible motorized year-round trail access.

Responsible Winter Use on the Rubicon Trail

Winter and wet weather use on the Rubicon Trail are separate but related subjects, and both are reasonable uses when done responsibly. Due to the obvious difficulty with accessing the Rubicon Trail in the winter, the number of vehicles on the trail is naturally reduced, and with proper education and timing, those that do access it cause little impact to the trail and the surrounding environment. We elaborate on these points below.

1. Traffic Reduction – the vast majority of Rubicon usage occurs between Memorial Day and Labor Day
2. Education and Voluntary Avoidance – trail users voluntary decrease use during saturated and snowy conditions -
3. Timing the Melt – the 'melt' occurs at different times based upon on-the-ground and weather conditions
4. Over the Snow – true over-the-snow travel in specialized equipment has near zero impact on the resource

1. Traffic Reduction

The draft CAO requires El Dorado County to:

> 2. Prepare and implement a vehicle use reduction plan on the Rubicon Trail to address vehicle use during wet weather conditions. This plan must address reducing or restricting wheeled motorized use during saturated soil conditions and over-the-snow travel until an operation and maintenance plan has been completed, approved, and mitigations implemented. This vehicle use reduction plan must be implemented during the wet weather period. The vehicle reduction plan shall be submitted to the Central Valley Water Board by (12 weeks from signature).

This "vehicle use reduction plan" is unnecessary. When several feet of snow are on the ground, few people can access the Rubicon Trail. There are a few hardy individuals that like to take on the hardships of surviving a trip to the High Sierra in the winter—and the few who can access it, leave very little impact. A review of the following pictures more accurately portrays what occurs on the Rubicon Trail during winter use.

It is an obvious fact that the Sierra Nevada Range is covered in a blanket of snow in the winter months. Sometimes it can be 10 feet or more. There is an average of about 5 feet on the Rubicon and it is generally a continuous blanket.

This picture shows a portion of the Rubicon Trail in January 2008, with a continuous deep blanket of snow.

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Sometimes it can be so cold the snow is near solid as it was in January 2007. The snow is only a few inches deep in the following picture and windblown drifts fill the voids in the rock.

This picture shows a portion of the Rubicon Trail in January 2007, with a continuous thin layer of hard snow.

Sometimes in winter, it is impossible to get to the Rubicon. That is a 100 percent reduction in use!! This is March 2005 on Wentworth Springs Road, approximately 25 miles from the Trail.

The fully-paved Wentworth Springs Road slumbers deep beneath the snow in March, 2005.

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2. Education and Voluntary Avoidance

At its recent February 2009 annual meeting, Friends of the Rubicon volunteers dedicated themselves to implementing an information station at the Rubicon Trail entry points during the time period of the greatest soil saturation. Soil saturation is the greatest when the snow starts to melt in the spring ("the melt" being that roughly 6-week period of snow reduction before summer heat). Friends of the Rubicon (FOTR) has for the last 4 years implemented a strategy that sends out a public message via the internet recommending an alternate destination during "the melt." That message is for people who feel that they really need to go to the outdoors and recreate to consider an alternate destination–like Moonrocks outside of Reno, NV, or Prairie City SVRA or Hollister Hills SVRA or other such location—until the conditions improve. Rubicon Trail Foundation has submitted an OHV grant request to help fulfill this commitment.

Here are two quotes from 2003:

> My club is heading over to NV to do some desert stuff -- at least it should not be raining over there. So, put your thinking cap on and cogitate on a new place to go for Memorial Day. That's my thinking... -- Del Albright
>
> I'm strongly suggesting people NOT plan to do the Rubicon on Memorial Day weekend. The snow is still deep and the trail will NOT be ready for travel. -- Del Albright

And another from April 2005:

> No way will the trail be dry by MD weekend!!There is 8-12 feet on the Tahoe side as of last weekend and about 2 feet lower on this side. This year the pack is as high as it has been in the past ten years at this date. Last year was DRY by MD as there was no real storm after mid March. This year I expect cooler weather in May and even if it is warm, there is not enough time for it to melt and be dry. -- Scott Johnston

Here is a quote from 2005:

> Restrictions in place on the Rubicon is the private property area around Spider Lake. The snow conditions as of April 9th are very high. Loon Lake is still frozen over, there is 6-8 feet average snow depth at Loon Lake and current weather conditions are not helping matters.
> FOTR is looking at taking the stance from two years ago where we asked people to make plans to go somewhere else rather than Rubicon for Memorial Day Weekend. The reason is, at that time, even if the snow melts the ground will be soaking wet and that is a particularly risky time for erosion.
> This is a picture from the end of the chip seal on Wentworth. 3-1/2 miles from Wentworth Springs campground. -- Scott

Winter 2005 deep snow, picture shot at the end of the chip-seal section of road 3.5 miles west of Wentworth Springs Campground.

Here is a quote from 2006:

> I guess it needs to be said. IF you are planning on going to the Rubicon during the snow melt period (which could be from March to June in any given year), tread lightly!! Even better, wait that couple weeks until mother nature is done melting the stuff. -- Scott Johnston

The success of this voluntary trail avoidance effort during the time period of the greatest soil saturation is tough to prove without direct on-the-trail monitoring, but reading blogs and comments on the internet (see also additional comments) shows that the majority of users voluntarily avoid the trail during peak soil saturation.

3. Timing the Melt

The "melt" is not the same time every year. Analysis at the website cdec.water.ca.gov shows that there are a few weeks every year when the snow reaches a critical melting point and saturates the ground. If given the chance by the Regional Board, Rubicon Trail Foundation will work with El Dorado County and will determine "the melt" on an annual basis. Blanket closures are not effective because all they do is move the users from one location to another, creating other possible environmental impacts, and they unfairly impact El Dorado County. EDC is a recreation-based county and much of its income is from businesses catering to the folks coming to the mountains to unwind and enjoy nature and recreate.

The picture shows one of the existing water crossings on Wentworth Springs Road.

In fall, winter and spring, weather conditions can have water flowing over the trail. Sediment that may be stirred up will travel off the trail and will be dispersed over the forest floor which is covered in dead trees and duff. The recent CGS survey reflects this fact, and states that this vegetation acts as a filter to capture sediment and stop its progress to any water course. Crossings can and have been constructed not unlike the Wentworth Springs Road bridge pictured above.

Wet weather impacts can be easily remedied by building the necessary structures during the summer, but such work cannot take place overnight. Rubicon Trail Foundation and Friends of the Rubicon have a long history of building and becoming involved in necessary projects. The crossing pictured below was built in the late 1800's and is composed entirely of rocks cobbled together. This could be done today, but it will take time to obtain the necessary clearances and build it.

May 2005, rock-hardened water crossing

4. Over the Snow

Over-the-snow travel by vehicles with a large tire footprint during freezing conditions create a near zero impact on the environment. Large-diameter, wide tires, run on bead-locked rims with low-single-digit air pressures allow vehicles to float on top of the snow, much the way snowshoes allow hikers to walk over snow drifts several feet deep.

The Rubicon Trail in February 2006, on top of a few feet of snow

For most, winter trips are day trips, and users only travel as far as they can get in half a day, leaving the remainder of the day for the return trip. Some users make longer multi-day trips, preparing for an overnight stay camping in the snow. Both uses require a fair amount of preparation and expenditure, which many of the local businesses in El Dorado and Placer Counties depend on.

Preparing a 4x4 rig for deep snow can take a great deal of time and money. Bead-lock wheels are the most expensive equipment used. These wheels lock the bead of the tire to the wheel, so when the tire is aired down and left with 2-3 lbs of air, the tire will stay on the wheel. The purpose of this is to create a wide footprint which greatly enhances traction in the snow by allowing the vehicle to "float" on top of the snow. It prevents the tires from "digging" into the snow, and also helps prevent tread damage to roads that may have 24-36" of snow pack. The trick to staying on top of the snow is slow steady throttle, which reduces the risk of resource damage. Many purchase wider tires just for the purpose of snow travel.